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THE TILLAMOOK HEADLIGHT.

Editorial Snap Shots.

The county court should lose no time in accepting that offer to complete the Bayocean road for \$26,000, \$18,000 of which is available for that purpose.

Wouldn't that jar the taxpayers? The county has already expended about \$12,000 on the Bayocean road and about \$2,000 additional was subscribed by property owners. And now it is proposed by some wise guys to abandon this work. Gee wiz, what's the matter with some people, anyway.

That was a good idea of the Holstein Breeders' Association in wanting to get together with the Jersey breeders and the Commercial Club. That is the right community spirit, and it offers a glad hand to those who want to co-operate in bringing about a more friendly, better feeling with one another.

Who says editors are not boosters? The State Editorial Association was entertained by Ashland and Medford, and as a result Southern Oregon is getting a splendid boost. The hospitality of the business men in entertaining the pencil pushers was thoroughly appreciated, which will be remembered for many years. The newspaper men will reciprocate to the great advantage of Southern Oregon.

Up goes the price of flour and down goes Democratic promises to lower the cost of living. Say, Bro. Trombley, what's the matter with the free trade party, anyway, that it is not keeping its pledges to the people? Instead of reducing the cost of living, most of us poor imps, to our sorrow, have had to pay more to keep body and soul together and work strenuously during free trade times to make both ends meet.

The County Court went on a goose chase last Friday to locate a new route back in the hills for a road to Bayocean. The biggest goose in the crowd, however, was the snap shot man, for he knew before starting out that the goose chase would result in a strenuous day's work climbing hills and sliding down same a 90 per cent grade. That convinced the snap shot man some years ago that if Bayocean is to have a road it would have to be constructed around the bay. If anyone else advocates building a road to Bayocean back in the hills they should be put in a straight jacket and packed off to the lunatic asylum.

We see that a notice is published in the Democratic organ that a Woodrow Wilson Club is to be organized in this city. It will be a misnomer to call it by that name. It should be called the Free Lumber, Free Fish, Free Dairy Products Club. The free trade party has "knocked" every industry in Tillamook County and brought it into competition with cheap foreign labor and the free trade party is wanting to perpetuate that kind of thing. My, is there anybody left in Tillamook who is so blind that they want to get into the free trade band wagon and "knock" every industry in Tillamook County? That is what a Woodrow Wilson Club amounts to.

The County Court was informed on Friday that no road would be built to Bayocean until it had the approval of the Douglas-Dougally-Do Man, and the engineer of the S. P. Company. Who is running Tillamook County, anyway, the county officials who were elected by the people, or a paid agitator, who has no property in the county? For the information of the people of the county, the Douglas-Dougally-Do man has to shoot off his mouth with hot air to hold down his job. If he gets swelled up much more he will imagine he owns all the timber in the county and pays all the taxes and the timber men and residents of this county are his lackies.

Tillamook county has been unfortunate in not being successful in raising China pheasants. The first China pheasants turned loose in this county was about 16 years ago, when a number of our citizens put up a "pot" and bought a large number of young birds in the fall and turned them loose. The game warden has turned quite a number of birds loose since then, but with no better success than those liberated 16 years ago. We believe the birds are too young when liberated, just as the wet season sets in, and some other plan should be adopted to stock this county with China pheasants. We suggest that a number of our citizens raise them and get them used to the climate before liberating them.

The dairymen who make a success of the dairy business in Tillamook County are the ones who follow the experience of those who started the dairy business in this county. They do not overstock their farms and raise their winter feed. Had a good many of our dairymen followed that practice they would be better off today, for last year's feed bill for those who depend upon feed being shipped in amounted to thousands of dollars. New plans and methods may be all right, when feed can be bought at a low figure, but when it more than doubles in value, then new fangled ideas won't work out in actual prac-

tice. The dairymen who followed the experience of the first dairymen in the county ahead and had less work, less worry and less money to pay away.

John Harter, who used to be known in Tillamook as "Honest John" has hit upon a new route for a road to Bayocean. It is to be built around the moon and is a direct road to heaven or the other place. It beats the hand how real estate peddlers and promoters have given this county a black eye and how they do knock, knock, knock, when they have something up their sleeves they want to fool and beguile the poor taxpayers with it. It is beginning to get a huge joke the number of new routes that are offered for a road to Bayocean, but the funny part of it all is, there are suckers ready to bite, and this moonshine route offered by Moonshine John, don't appear to be any exception. But there is this much to be said about it, it helps the knockers in their effort to deprive Bayocean of a road.

The snap shot man will ask the people of Tillamook County to read the letter of Paul C. Bates, addressed to the County Court and the Tillamook Headlight, in regard to the construction of a road to Bayocean and the "hold up" methods used to deprive that place of a way out, which appears in this issue. The letter points out some facts that we have previously referred to, but it makes an earnest appeal to the people of Tillamook county to do justice and act square by those who have invested considerable money at Bayocean. It is a just grievance that every fair minded person in this county will endorse, for there is a strong sentiment in the county that Bayocean is not getting a square deal, which is true, and it is unjust to "swipe" the money that was intended for the Bayocean road and put it into hard surfacing.

The success of any movement in any town depends upon the public spirited citizens. For illustration, Ashland, a town not much larger than Tillamook, expended \$200,000 on a public park. It was money well spent. That amount of money proposed for a public park in this city would stagger most of our citizens, but Tillamook needs a public park just as much as Ashland, and should have one. Isn't there some public spirited person, who has made a whole lot of money in this city, benevolent enough to make a donation of a few acres of land for that purpose? There is a great deal of difference in public spiritedness in different towns, for its like drawing drops of blood from some business men to get them to pay \$1.00 a month towards the expenses of a Commercial Club while others are liberal givers to everything that they are called upon to subscribe to. Which class do you belong?

The party of Tillamookers who went to Seaside on Sunday should have taken the County Court along, just to show them the thousands of cottages, thousands of pleasure seekers and hundreds of automobiles there were at that seaside resort. Well, everybody knows that Clatsop county went after the beach business by building roads and making it convenient for people to reach them, and it is justly entitled to all the profit and benefit that it is to that county. With a little more magnanimous public spirit, and a little more ginger injected into our methods, there is no reason why Tillamook cannot be made the center of the summer travel, for this county has Clatsop county skinned when it comes to diversified scenery, fishing and hunting and good roads. But Tillamook county can never get the beach business as long as some of our beach resorts are bottled up and cannot be reached by wagon road.

We see no reason why those who own automobiles cannot pay from \$500,000 to one million dollars into the State Treasury for road construction. Good roads makes motoring enjoyable, and as autos and auto trucks are using the roads more than any other conveyance, and, by the way, doing more injury to the roads, the owners surely would be glad to contribute a little more to help keep up the roads. We believe the next state legislature should impose a good stiff license, especially on auto trucks. The number of registrations in New York state led in 1915 with 255,242 autos; Illinois was third with 180,832; California third with 163,797; and Pennsylvania fourth with 160,137. In gross revenues received from this source, however, California led with \$2,027,432; New York was second with \$1,991,181; Pennsylvania third with \$1,665,276; while Iowa, with 145,000 cars registered, came fourth in point of revenue, with \$1,533,054.

There is a great deal being said and written about Crater Lake and the Columbia Highway. Both are splendid scenic attractions, but a road around Neah-Kah-Nie mountain would surpass them in grandness. Considering the small cost of obtaining this magnificent scenic road into this county the people are making a mistake in not advocating its completion. Tourists from all parts of the United States and Europe would be coming to Tillamook county by the thousands every year if this road was built. We hope, in the effort to bring the people of the Nehalem Valley together for the purpose of developing that section of the county, this will be one road project which will receive the unanimous endorsement of every person living in that section of the county. We will gamble that there is not one person out of a dozen living in the Nehalem Valley who can fully realize what a boost a road around Neah-Kah-Nie mountain would bring to that section of the county. Everybody living in the Nehalem Valley should be a booster for the Neah-Kah-Nie road and for so small investment we do not know where money could be spent to better advantage, and to the advantage of the Nehalem Valley and the entire county, for all parts of the county would feel a

body living in the Nehalem Valley benefit from it. A few thousand dollars benefit from it. A few thousand dollars benefit from the road appropriation of road district No. 1 two or three years would complete the job without any extra taxation.

The agitation over the Bayocean road is bringing out some strong arguments in favor of bonding the county for hard surfacing the main highway through the county. This is one that was put up to the snap shot man: Part of the property in the water shed of Tillamook bay is bonded for \$408,000 for bar and harbor improvements, and the project called for a deep channel up to near the property of the Whitney Co., and as that amount of money is being used to benefit the timber holdings and the property of that company on the bay, why can't Bayocean be fairly dealt with and what is wrong about bonding the county for \$420,000 for hard surfacing? One bond issue is benefiting non-residents while a bond issue for hard surfacing would be a benefit to residents in all parts of the county. The snap shot man had to admit that the person who put up that argument had the best of him, but the snap shot man is opposed to bonding if it can be avoided. We may add here that it is an injustice to bond part of the property in the water shed of Tillamook bay for bar and bay improvements, which directly benefits all property alike, all the property owners should equally share their proportion of the cost. But the burden of this is falling on a few of the timber and property owners and not on others. This is not the only injustice. The project called for a 16 foot channel to the property near that of the Whitney Co., and notwithstanding that at one time the government engineers opposed the present channel and the reason that it would cost too much every year to maintain, this channel was finally decided upon, no doubt because it was a direct benefit and in close proximity to the Whitney Co.'s property. In proof of this most of the money raised in this city for harbor improvements is expended to keep that part of the channel clear of silt. There are a few facts that some of our readers are not familiar with, but should be posted upon, and the principal reason that we refer to them is because there is injustice in "knocking" the Bayocean road by a few of the timber owners, and injustice in not taxing timber and property owners alike for the harbor improvements. Our contention is that property of every description in the water shed of Tillamook Bay should help pay the cost of bar and bay improvements, and that the money should be used for the benefit of the whole water shed and other parts of the water shed should not be discriminated against.

Seven Billion of War Debts: What it Means to This Country.

The accumulation of war debt by the European nations is the subject of an instructive and interesting article in the San Francisco Chronicle by John P. Young. So far as we have observed, no writer has hitherto gone so deeply into the matter and presented anything like so complete a totality of the enormous increase of national debt that has resulted from the war expenditures. At the outset of the war, August 1, 1914, the combined debt of the warring nations was \$19,700,000,000, of which Great Britain owed \$3,500,000,000, France \$4,600,000,000, Germany \$1,250,000,000 and Austria-Hungary \$3,750,000,000.

Two years later, August 1, 1916, this total had reached \$65,250,000,000, a debt increased in two years of \$45,550,000,000. If the debt of Italy be added, the total would nearly reach \$70,000,000,000.

These are stunning figures. Two years ago no man living could have imagined such a tremendous bulk of national debt that some time and somehow must be paid by the taxation of the people of those countries. In the meantime interest must be paid. Mr. Young estimates the annual interest charge at \$2,700,000,000 a year. This big charge can only be met by taxation, and as much more must be raised in the same way each year in order to provide a sinking fund for the ultimate paying of the principal.

Some of the contrasts presented by Mr. Young are striking. France, with a population one-third that of the United States, has a debt of \$14,500,000,000, against the United States debt, July 1, 1915, of \$1,030,148,000; a population one-third of our own population, and a debt fourteen times larger than our national debt. In France the debt per capita is \$287.50; in the United States the debt per capita is less than \$11.

Mr. Young has done a valued public service in bringing to notice the dreadful aggregation of debt that has already been incurred by the fighting nations of Europe; a debt which continues to increase at the rate of a billion dollars a month while the war lasts. There is a lesson to be drawn from these enormous figures. Through the exaction of more than five billion dollars a year from the pockets of the people of these several European countries must come a serious drain upon the money of the people who pay the heavy taxes. That means a general loss of purchasing power. That, in turn, means that every one of these countries will consume less at home than heretofore of its industrial products, and hence must sell more abroad than ever before.

Billions worth of surplus industrial products, unsaleable at home, must be marketed in other countries. In what countries? Chiefly in the United States, beyond a doubt. Here is the richest country in the world, the European best able to take and pay for Europe's vast industrial surplus. And that surplus will mostly come to the United States, will flood our market with products at prices with which our own producers cannot possibly compete, and will create such a displacement of American labor wage earning and wage spending as to bring about an industrial and finan-

cial cataclysm that is appalling to contemplate. Now all this is going to happen; it cannot help but happen if at the close of the European war our country remains powerless to prevent the industrial invasion with all of its dreadful consequences.

Shall our country remain industrially defenseless? Yes, if the present free trade tariff remains in force. That is the big question of the day; a far bigger and more vital question than that of military preparedness; a vastly more exigent and more compelling question than the question of how many mistakes have been made by a schoolmaster administration in dealing with the Mexican situation.

The thing to think of now, to talk about, to urge upon the minds of the American people is how to get rid of a tariff law that will make our country a dumping ground for all Europe, and in its place give the country a tariff that is adequately and intentionally protective. That is the greatest thing to keep in mind when the campaign orators turn loose and when the voters go to the polls next November.

Would it not have been well if Mr. Hughes, in his speech of acceptance, had said: "If elected, I shall call congress into extra session at the first practical moment following March 4, 1917, to enact a protective tariff law that will defend our country against industrial invasion?"

New War Orders Prolong Prosperity

The allies begin the third year of the great European war by placing new orders for supplies in the United States. Orders for large shells, for fuses, for powder and for flour have been placed during the past week, the aggregate contracts running into many millions of dollars. The new credit of \$100,000,000 recently established here for France does not check importations of gold, as one steamship arriving during the past week from that country brought \$43,000,000 of the precious metal. All new orders placed in this country must be entirely acceptable to the American manufacturers who by an experience extending over a period of nearly two years have become accustomed to the business of manufacturing munitions and complying with the exactions of the European government.

When such contracts were first accepted one well-known corporation procured experienced men at the Frankford Arsenal by paying them much higher wages than were paid by the Federal Government. It is said upon good authority, that shells like those which had cost the United States Government only \$9 to manufacture were sold to the allies for \$24 each. Of course, the cost of manufacturing was greater, but the difference in price gives some idea of the profits which American manufacturing concerns have made by manufacturing munitions for war-mad Europe. Such corporations as Bethlehem Steel and Madvale Steel did not have to learn this business, as they had been engaged for years in making the things needed by the United States Government for the army and navy.

They had the plants and the skilled workmen and were therefore enabled to work to the very best advantage on the foreign orders. A continuation of this line of business will afford a backbone for a prolongation of the prosperity which this country has enjoyed ever since Europe went to war.

Government Ownership their Aim.

The Big Four Trainmen have taken a vote to determine whether or not they shall declare a strike on the railroads of the country, tie up commerce and paralyze the nation's industries. It is said the vote is overwhelmingly in favor of the strike.

The man asking for an increase in pay that would amount to a hundred million dollars a year, which the railroads declare they cannot afford at the rates they are permitted to charge by the Interstate Commerce Commission, should refuse to abide by it, and should draw the fires from their engines and cease running their trains. What would the press, that views with such complacency a general tie-up strike by the trainmen, say to that? No doubt, it would froth at the pen. Back of it all is the threat that in the event of a strike the unions will ask the government to take possession of the railroads and thus secure government ownership.

After the European war America will need a double protection tariff. The hoards of immigrants that will come to our shores from the war devastated countries will have to be employed, fed, clothed and housed, and these requirements can not be met with an open, free commerce to the countries that would divide our own industries with the inevitable low wage rate that must follow the war in Europe. More than ever before will America need protection then even greater than it will need a military protection.

Word has just reached the foreign embassies in Washington, and it is believed the same word has been transmitted to some of the financial interests in New York, direct from London and Paris, that the present offensive of the allies is not the long-discussed "drive." The present offensive, according to this word from an unimpeachable source, is but a test of the strength of Germany. There is no intention of making the final and continuous drive until next spring. Great Britain is said to feel that the greatest blows which have been delivered against Germany have been economic and industrial blows, resulting from the blockade. The longer the allies wait for their final drive, the easier they believe, their military operations will be.

Why Mail Order Houses Win. The advertising manager for the largest mail order house in the world recently made a speech before an advertising club in which he said something that every country merchant in the northwest ought to hear. Here it is: "We have a bureau whose duty it is to read each week the county newspapers from all over the country. There is not a paper of any consequence in our trade territory that our bureau does not get. This bureau looks over these papers, and when we find a town where the merchants are not advertising in the local paper, we immediately flood that territory with our literature. It always brings results far ahead of the same effort put forth in territory where the local merchants all the time use their lo-

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 TODD HOTEL BUILDING, TILLAMOOK, ORE.

TILLAMOOK COUNTY FAIR,
TILLAMOOK, OREGON.

Bigger and Better than Ever.

Aviator Munter will make Flights Daily in his Flying Machine.

Don't Forget the Date.
AUGUST,
 22nd, 23rd, 24th, 25th.

Coos Bay Railroad Jubilee
 AUG. 24, 25, AND 26

Boost for Coos
The Greatest Celebration in Years

Coos Bay Country invites the world to celebrate the coming of the railroad. Hospitality is the keynote of this celebration.

PROGRAM
North Bend Day
 Aug. 24th
 Band Concerts—Speaking Ceremonies—Dedication Simpson Park Street Carnival—Water Sports—Parades—Driving Goldenspike.

Coos County Day
 Aug. 25th.
 Trips by rail and boat to Coquille, Bandon, Myrtle Point, Powers, Coos Bay, Mussel Reef, Sunset Bay, Cape Arago. Sea food dinner at Charleston Bay. Fishing at Laveside—Launch trips on Coos Bay.

Marshfield Day
 Aug. 26th.
 Industrial Parade—Water Sports—Auto Racing—Illuminated Launch Parade—Fireworks—Dancing—Horse Racing.

Low Round Trip Fares
 On Sale Aug. 21 to 26 inc.
 Return Limit Aug. 31
 Ask Local Agent
 John M. Scott, Gen. Pass. Agt.
 Portland, Oregon

SOUTHERN PACIFIC LINES

Why Mail Order Houses Win.
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For Sale.
 Small tract containing 1 1/2 acres with house, barn, one cow, 1 cow, garden tools, household goods, and one and one half miles north of Tillamook on Wilson river—Inquire of Mrs. S. Olson on place.